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Annex 1 to

Tabulation of Photographs of Signal Cabin Installations on the  
Aue-Johanngeorgenstadt Railroad Line.

1. Electric single row switch stand in signal cabin No 2 in Aue.
2. Railroad bridge in Aue, built in 1934.
3. Set of departure tracks in signal cabin No 2.
4. Signal cabin zone No 2 in Aue.
5. Interlocking plant No 1 in Aue equipped with double-row electric switch stands, 128 levers.
6. Interlocking plant No 3 in Aue, double-row electric switch stands 96 levers.
7. Interlocking plant No 3 in Aue.
8. Interlocking plant No 2 in Aue, double-row electric switch stands, 96 levers.
9. Mechanical interlocking plant No 1 at Antonsthal railroad station.
10. Interlocking plant No 1 in Antonsthal.
11. Signal cabin at Antonsthal railroad station.
12. and 13. Mechanical block order places at Antonsthal.
14. Mechanical interlocking plant No 1 at Breitenbrunn.
15. Compensator room at signal box No 1 in Breitenbrunn.
16. Type Stama interlocking plant No 1 in Erla.
17. Signal box No 1 at Erla railroad station.
18. Block order place No 2 in Lauter.
19. See item 23.
20. Mechanical signal cabin zone No 2 at Lauter railroad station.

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21. Mechanical signal cabin zone No 2 at Lauter railroad station. Opposite part.
- ~~22.~~ Interlocking plant No 1 in Lauter.
23. Mechanical signal box place No 2 in Lauter.
24. Mechanical lever station at Lauter.
25. Block order place at Lauter railroad station.
- ~~26.~~ Signal cabin No 2 in Schwarzenberg.
27. Cable installations at interlocking plant No 1 in Schwarzenberg.
- ~~28.~~ and 29. Block order place dismantled in September 1951.
30. Signal cabin No 1 in Schwarzenberg.
31. Double-row electric switch stands in Schwarzenberg.
32. Signal cabin No 2 in Schwarzenberg.
33. Mobile charging set.

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Schwarzenberg construction staff.  
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Comments

(1) See [REDACTED]

(2) For photographs of signal cabin installations and of the railroad bridge in Aue, see Annex 1. The photographs furnish a comprehensive picture of the technical installations of the railroad line section concerned. The signal cabin and safety installations had to be dismantled from lines in the eight railroad districts prior to their reinstallation on the Aue-Schwarzenberg line section. See [REDACTED]

(3) For diagrams of the Zwickau-Schwarzenberg and Schwarzenberg-Johanngeorgenstadt line sections, see Annex 2. The diagrams contain detailed information on the status of the railroad lines, stations and signal installations.

(4) See also [REDACTED]. This railroad project is the only one for which rails were delivered from the U.S.S.R. [REDACTED] in Chemnitz-Hilbersdorf. The entire project was scheduled to have been completed by 31 December 1950.

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1. The Aue-Schwarzenberg line section in the Saxon uranium mining district has been operating on double tracks since mid-October 1950. Work on the construction of the second track on the Schwarzenberg-Johanngeorgenstadt line section was still under way in mid-November 1951. (1)
2. Photographs of the single cabin installations on the Aue-Schwarzenberg railroad line section and of the railroad bridge in Aue were obtained from the construction bureau charged with the double-tracking of the Aue-Johanngeorgenstadt railroad line. (2)
3. Diagrams with data on safety installations of the Zwickau-Schwarzenberg and Schwarzenberg-Johanngeorgenstadt railroad lines were obtained from the Dresden regional railroad headquarters. (3)
4. The double-tracking of the Aue-Schwarzenberg-Johanngeorgenstadt railroad line has been ordered by the Soviet Wismut AG. (4) The costs of this project will amount to 130 million eastmarks. Construction work on the line is controlled by a Soviet engineer staff in Leipzig, headed by Colonel Butkovski (fnu). Chief engineer and head of the Schwarzenberg construction staff is a Colonel Kuvik or Kirvik, (fnu), (phonetic spelling). Lieutenant Colonel Zamokhvalov, (fnu), and Lieutenant Colonel Alekseyev, (fnu), are in charge of materiel supplies and procurement respectively. Major Garov, (fnu), and Capt (Eng) Gomorov, (fnu), are also attached to the

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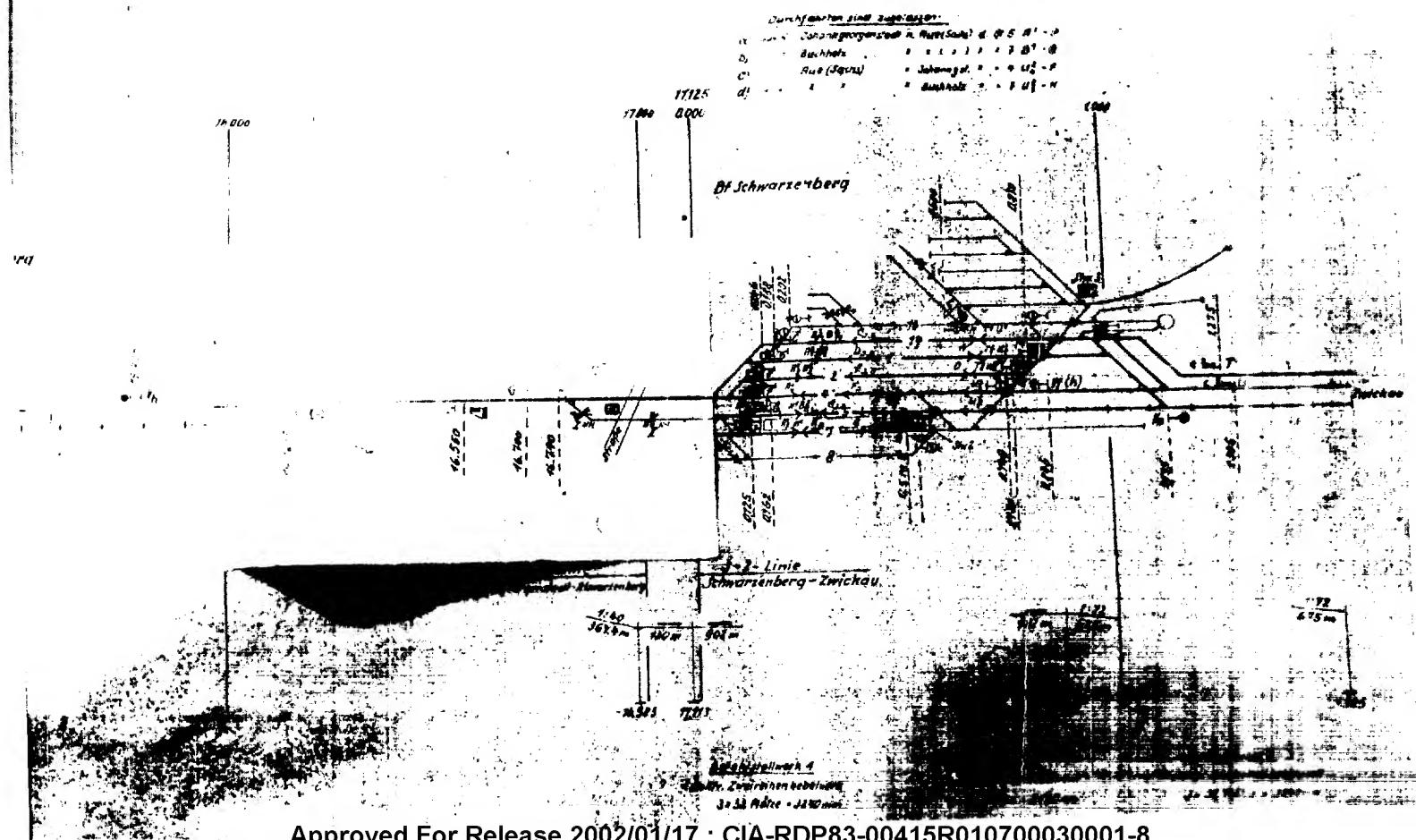
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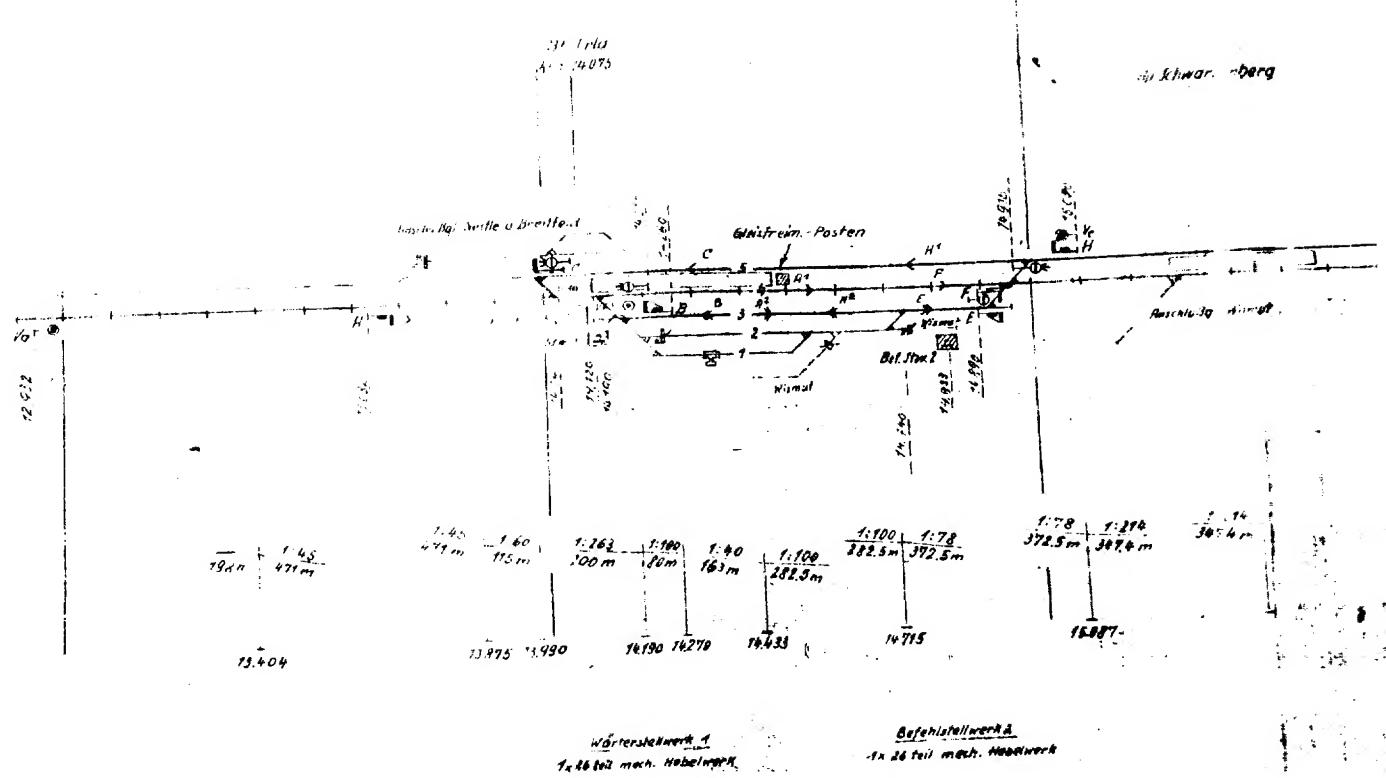
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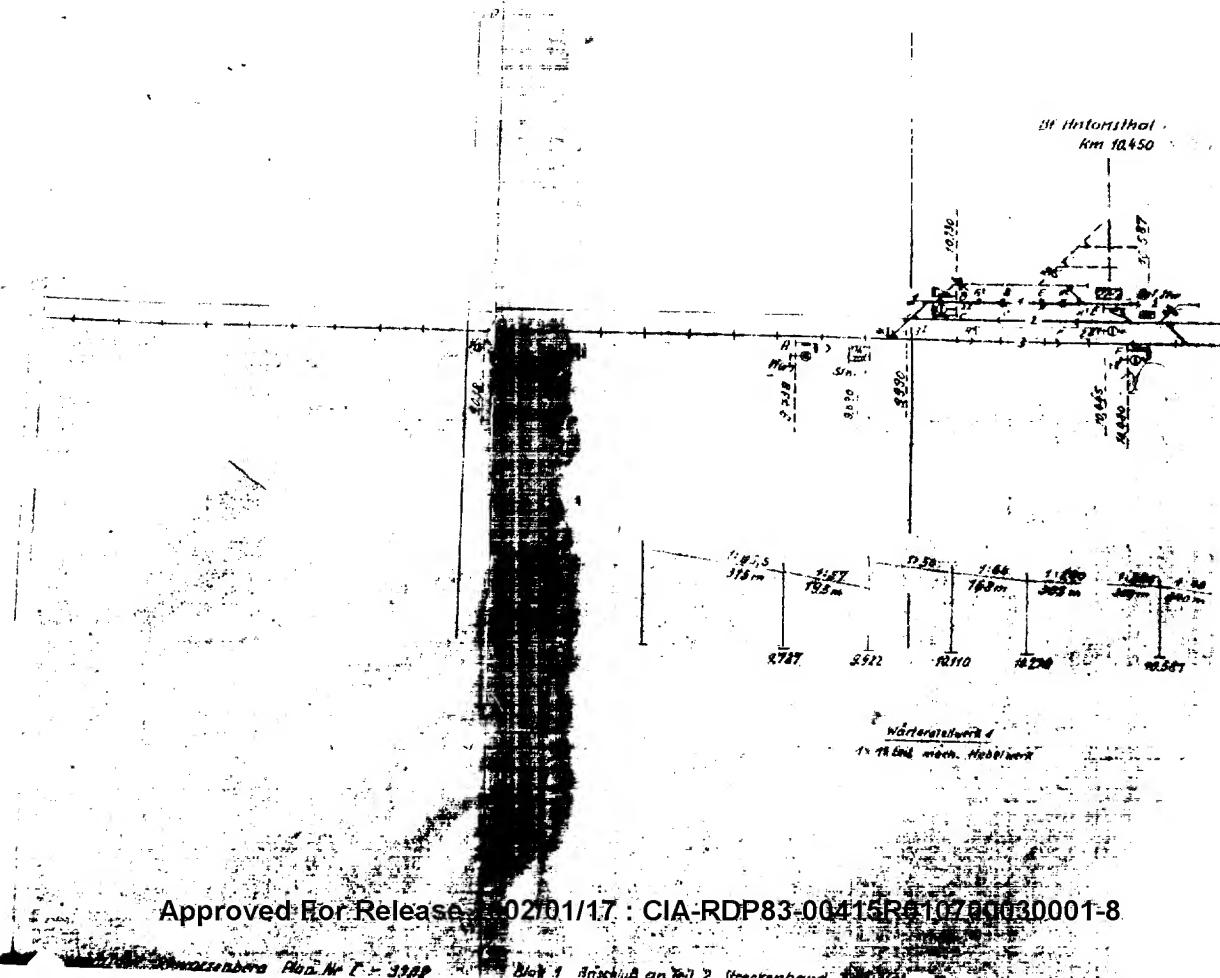
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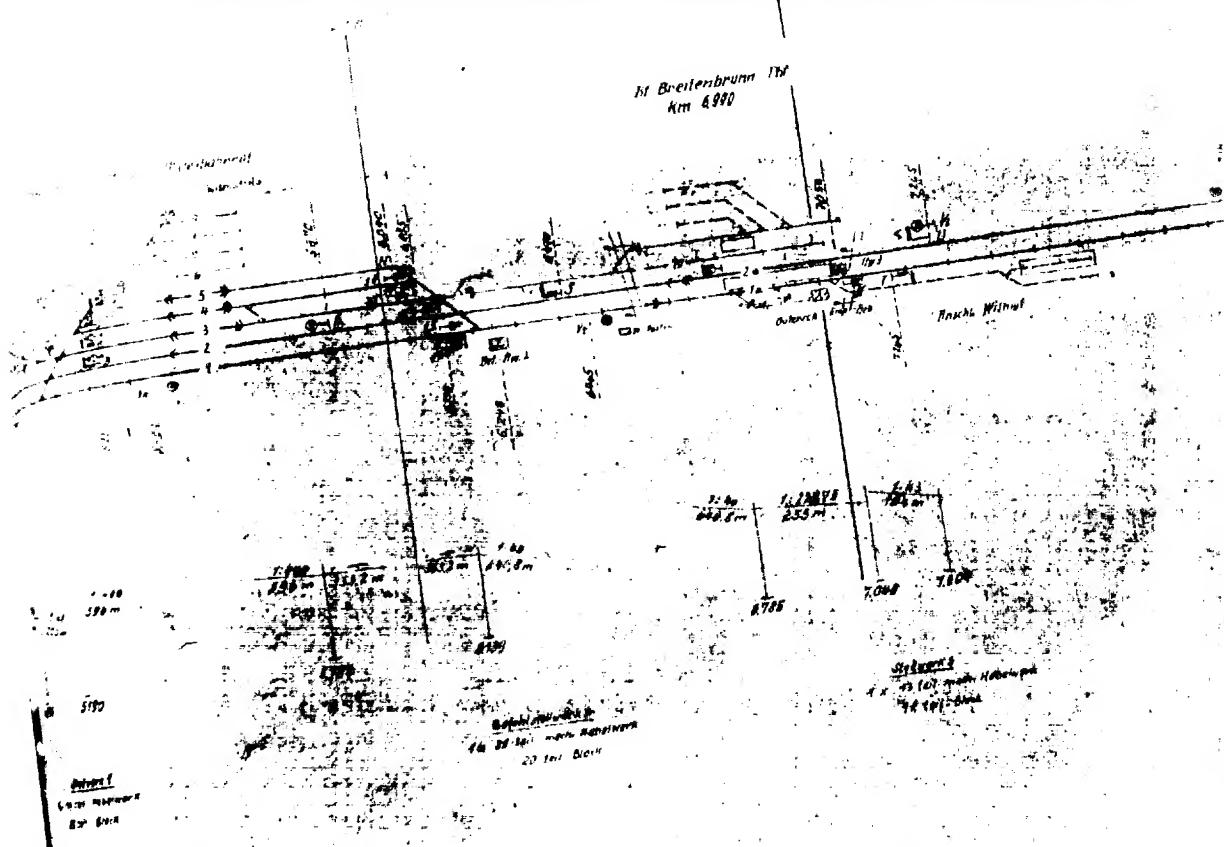


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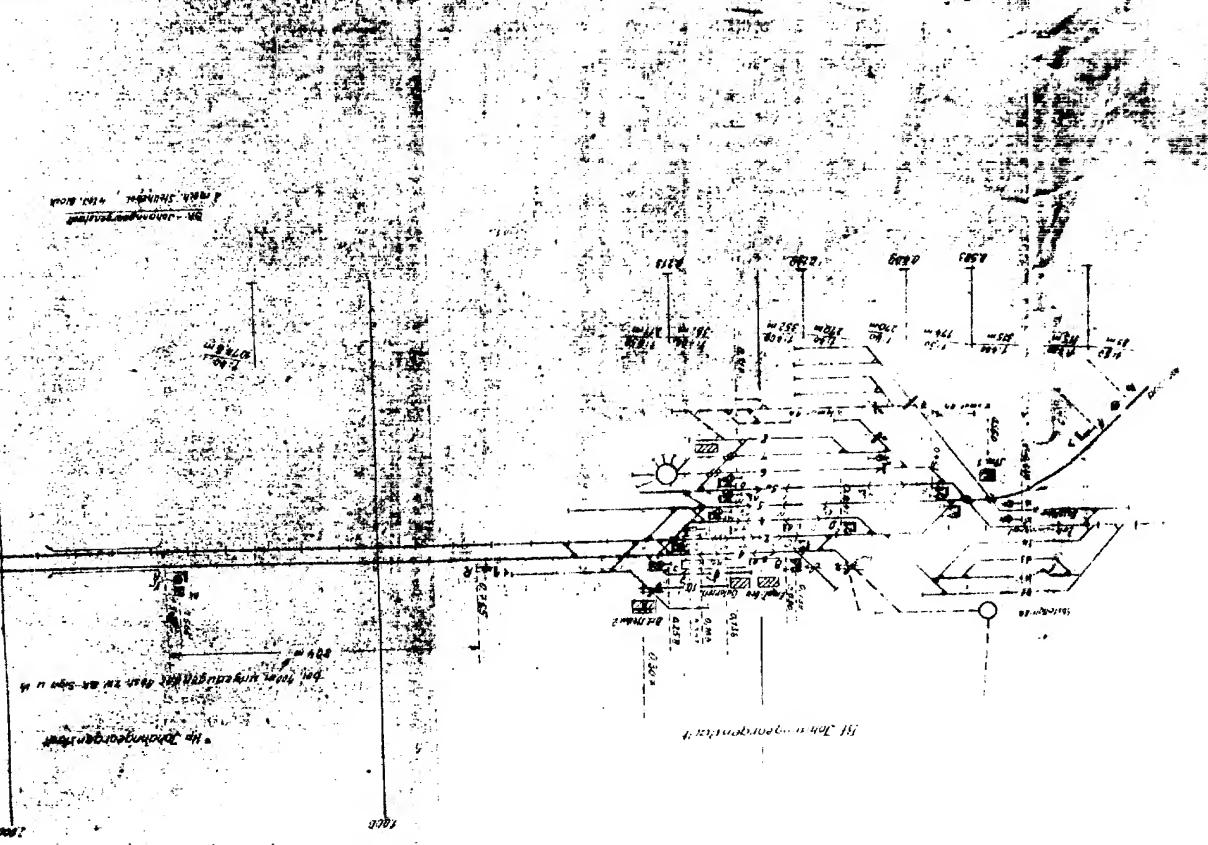
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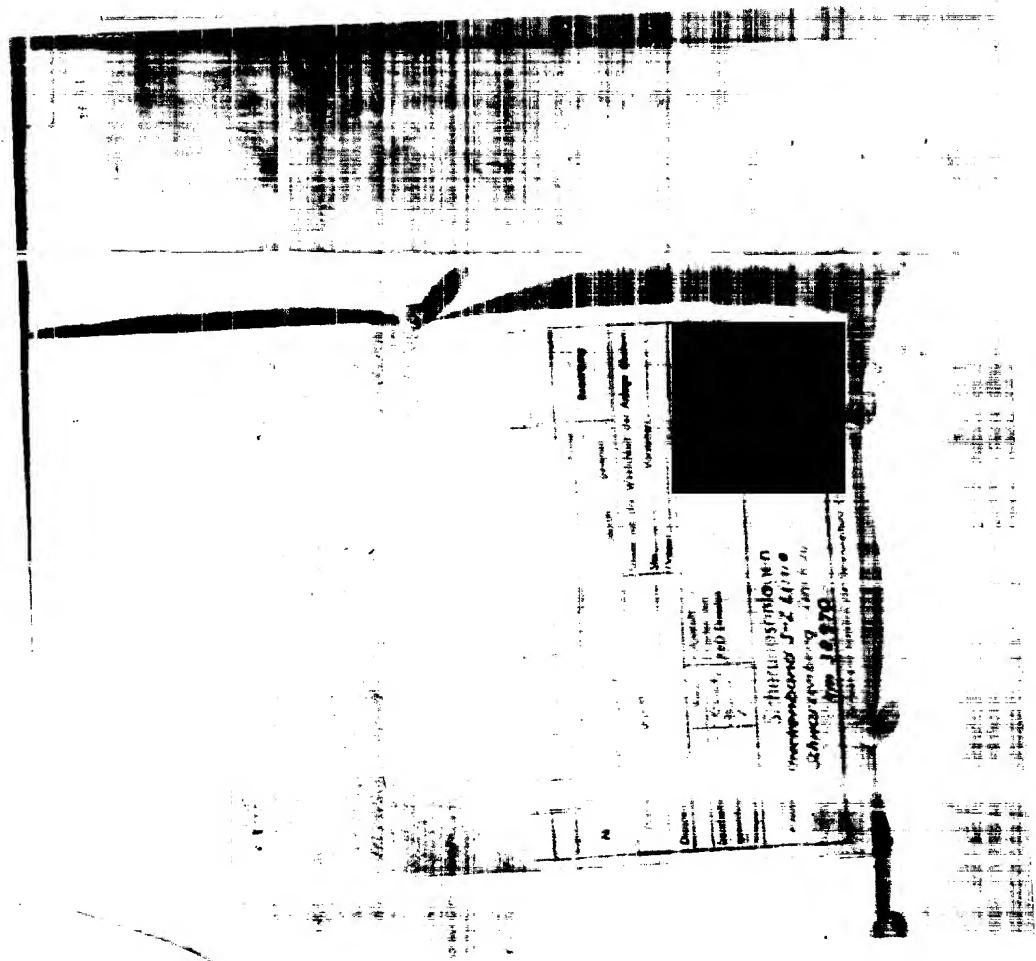


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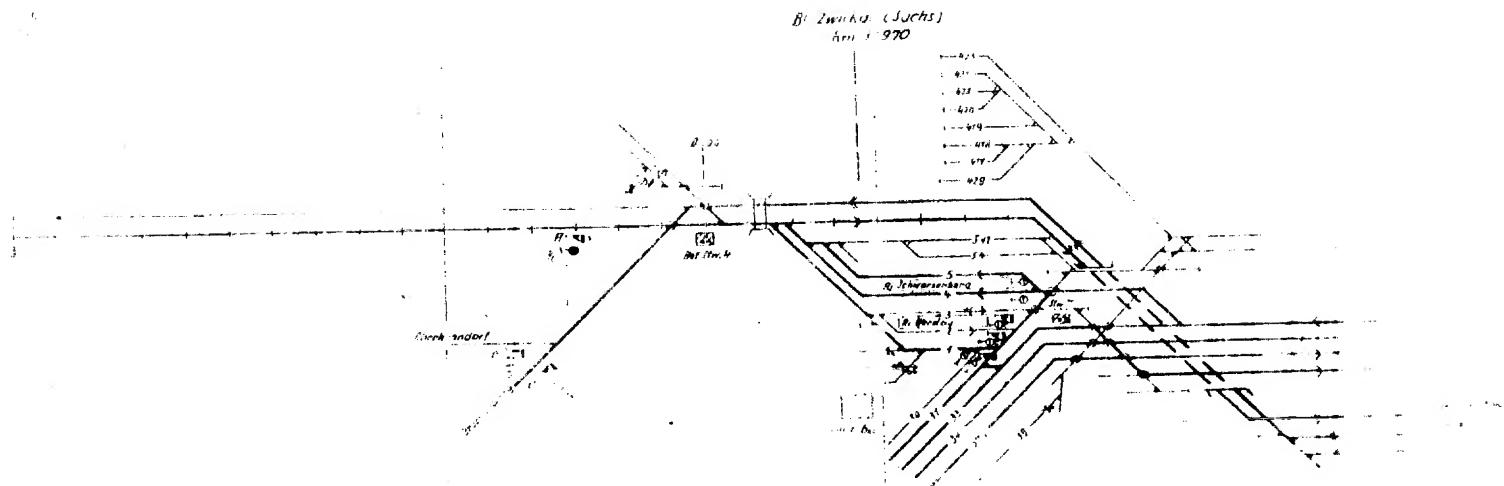


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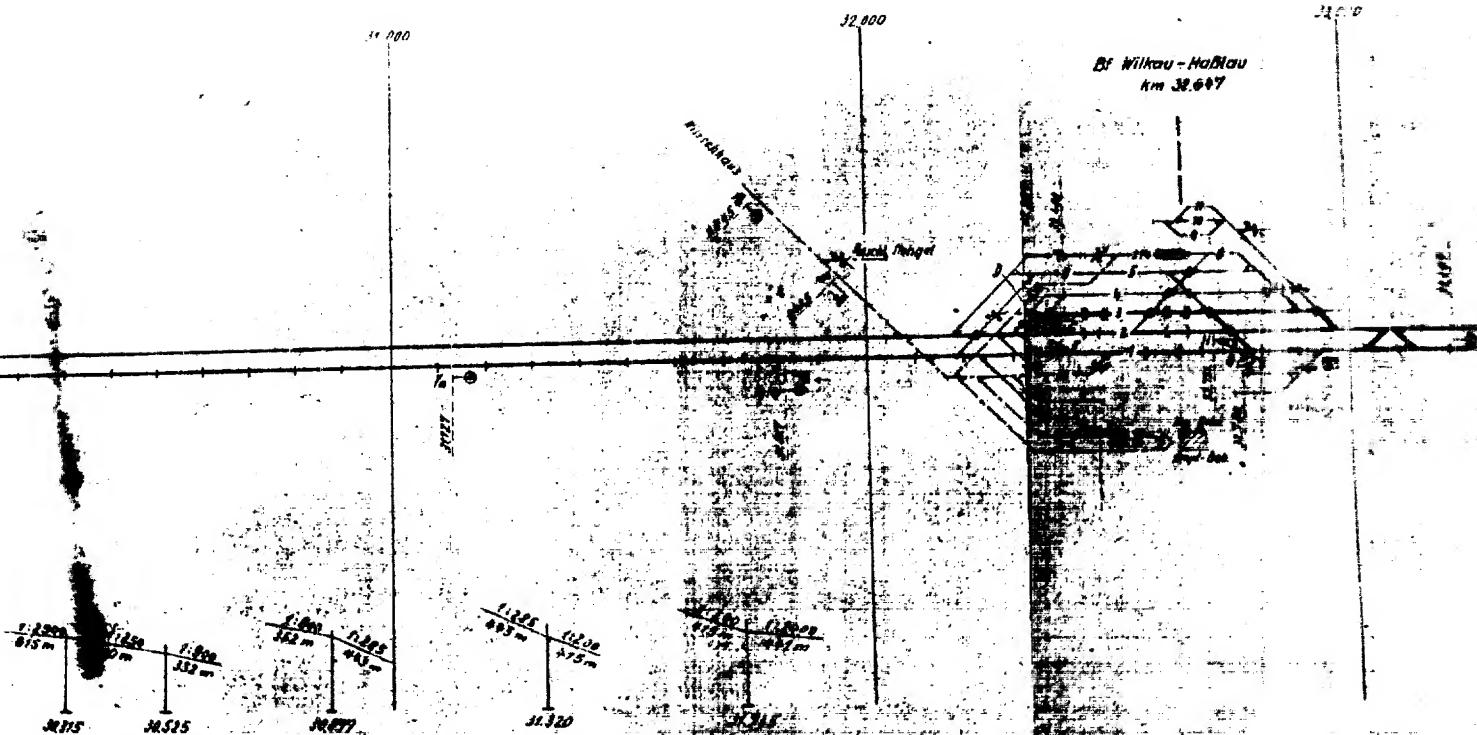


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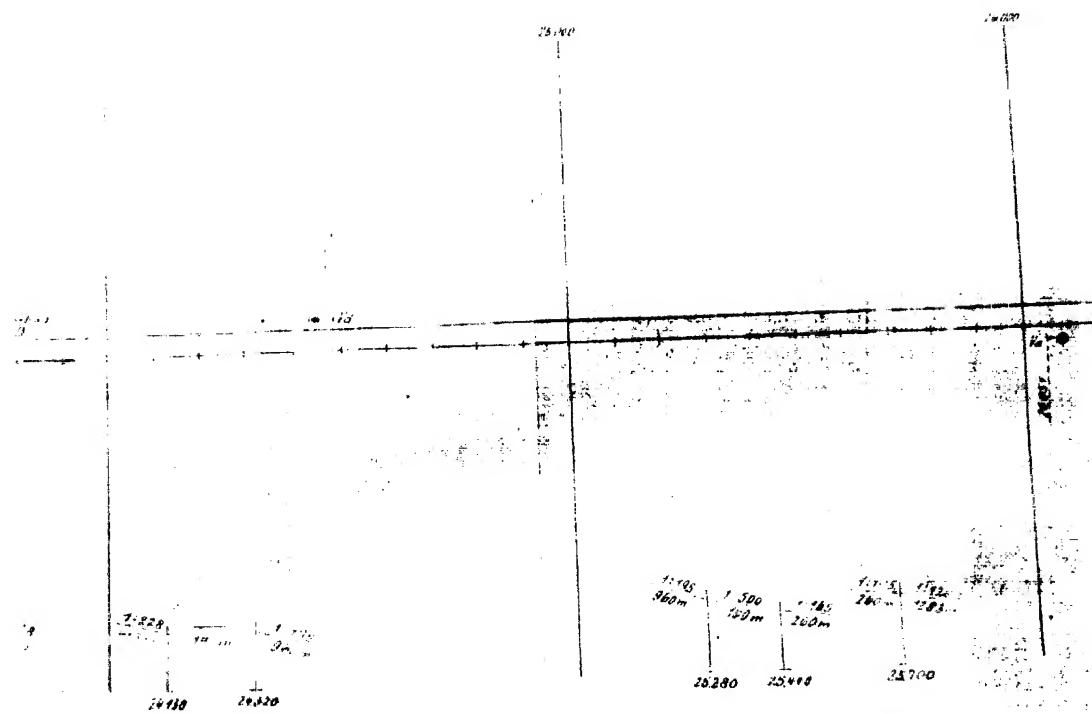
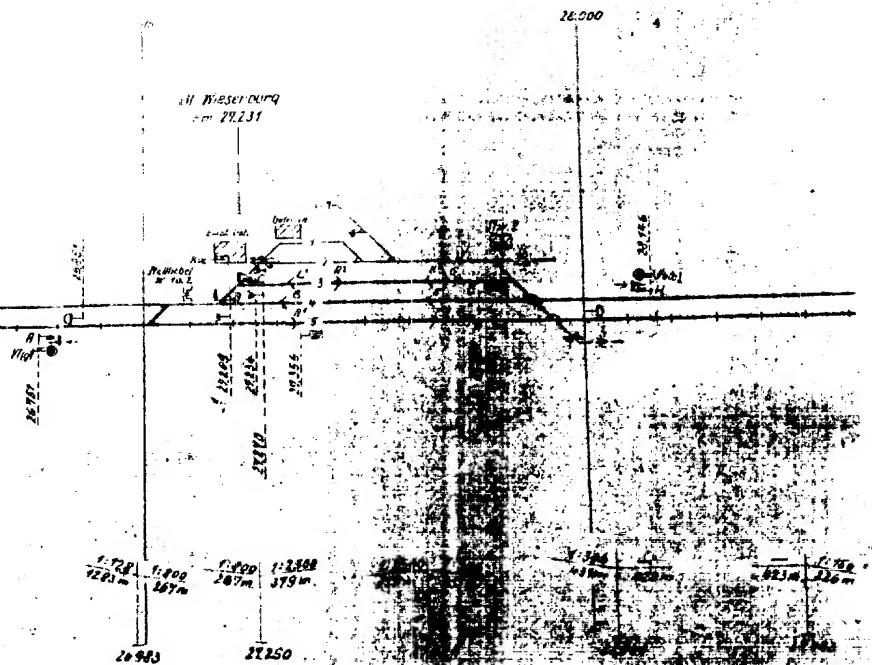
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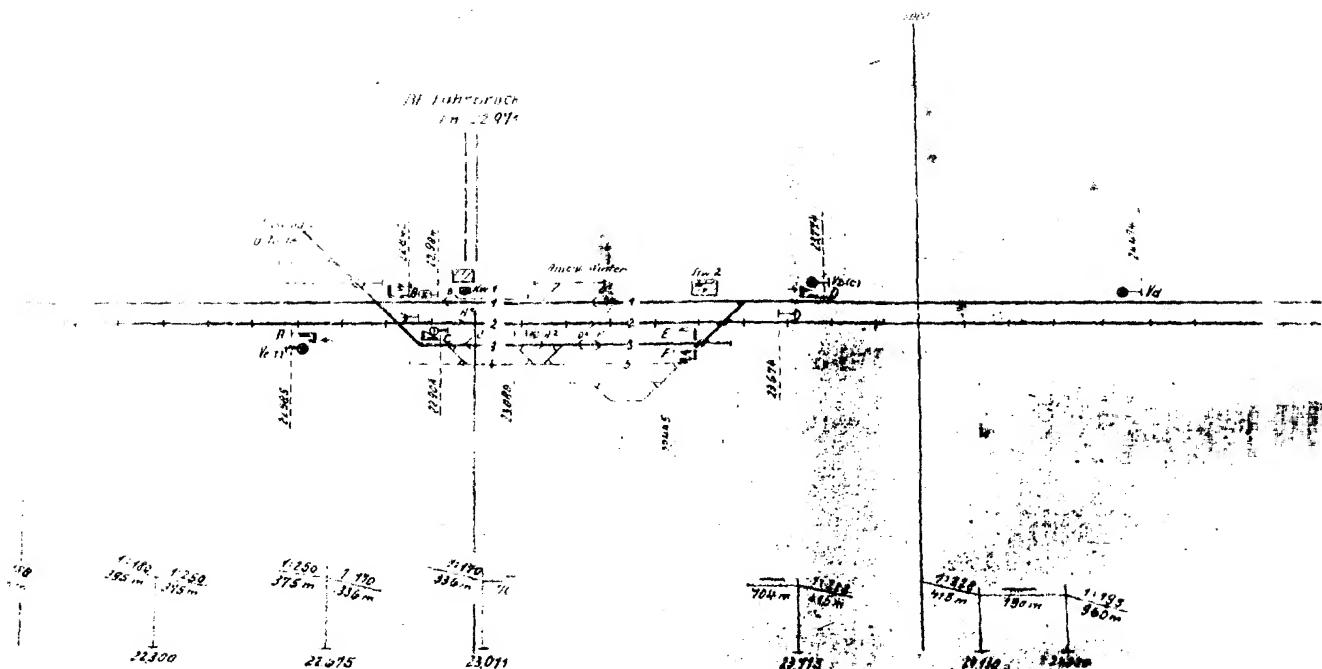
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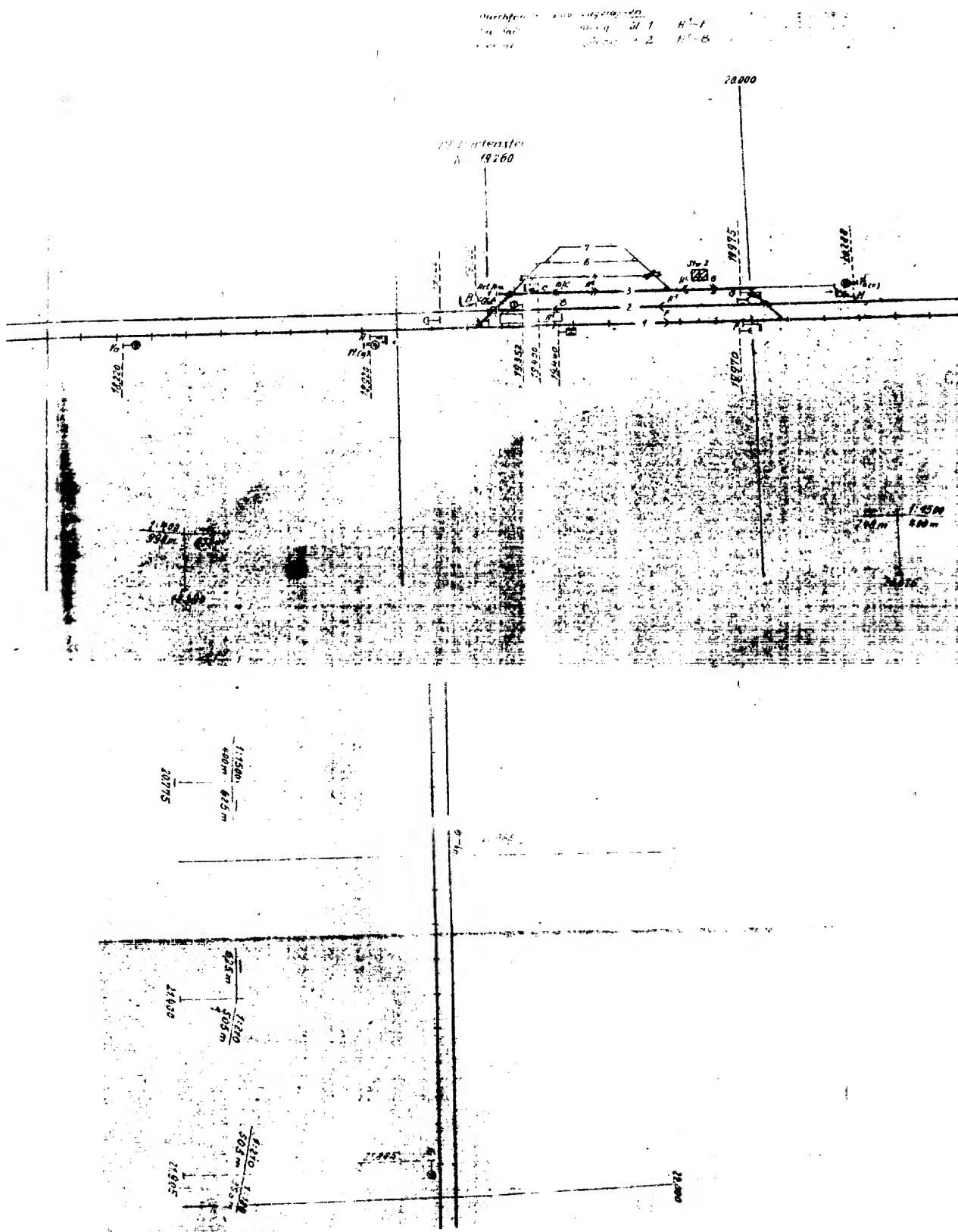
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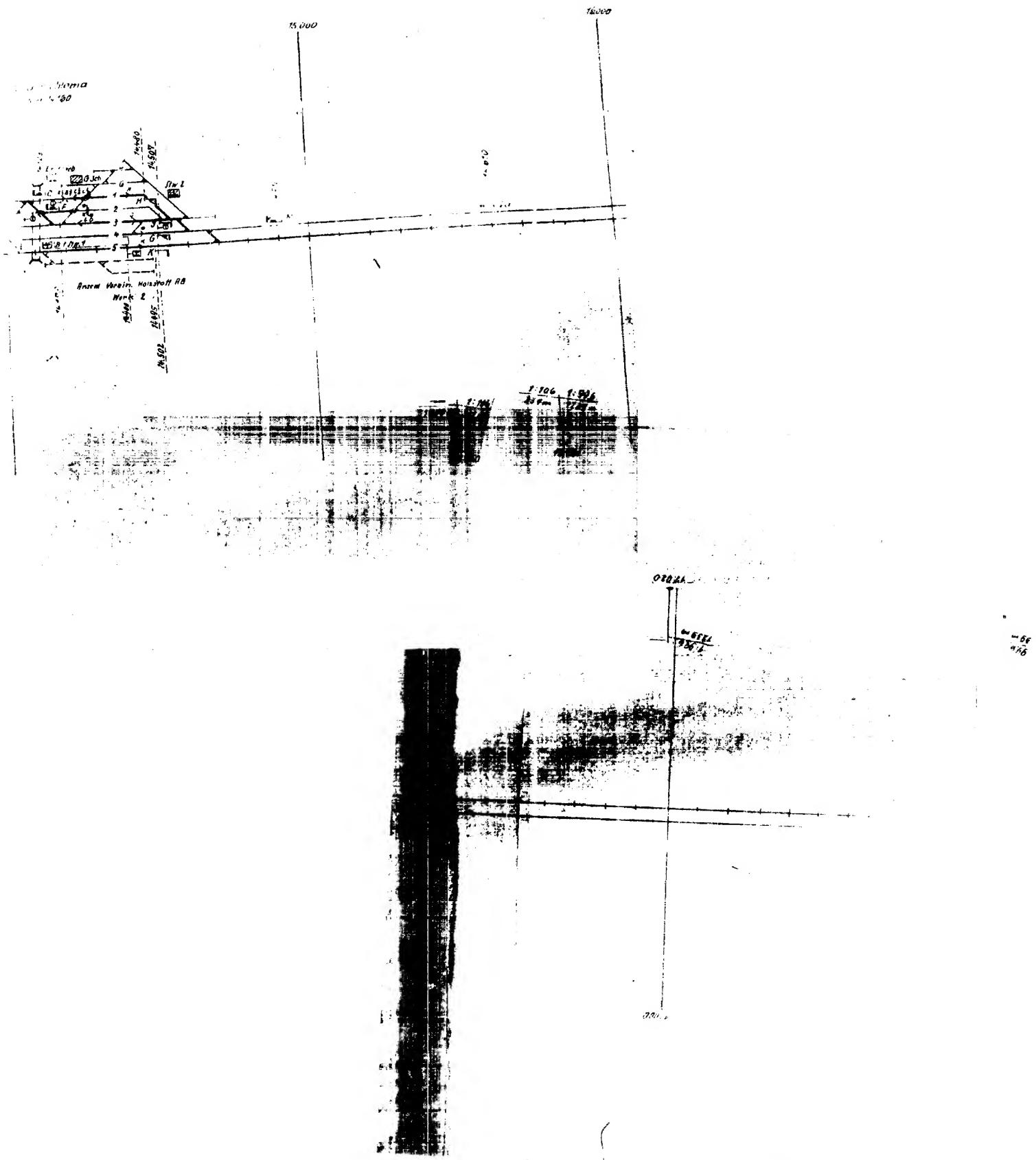


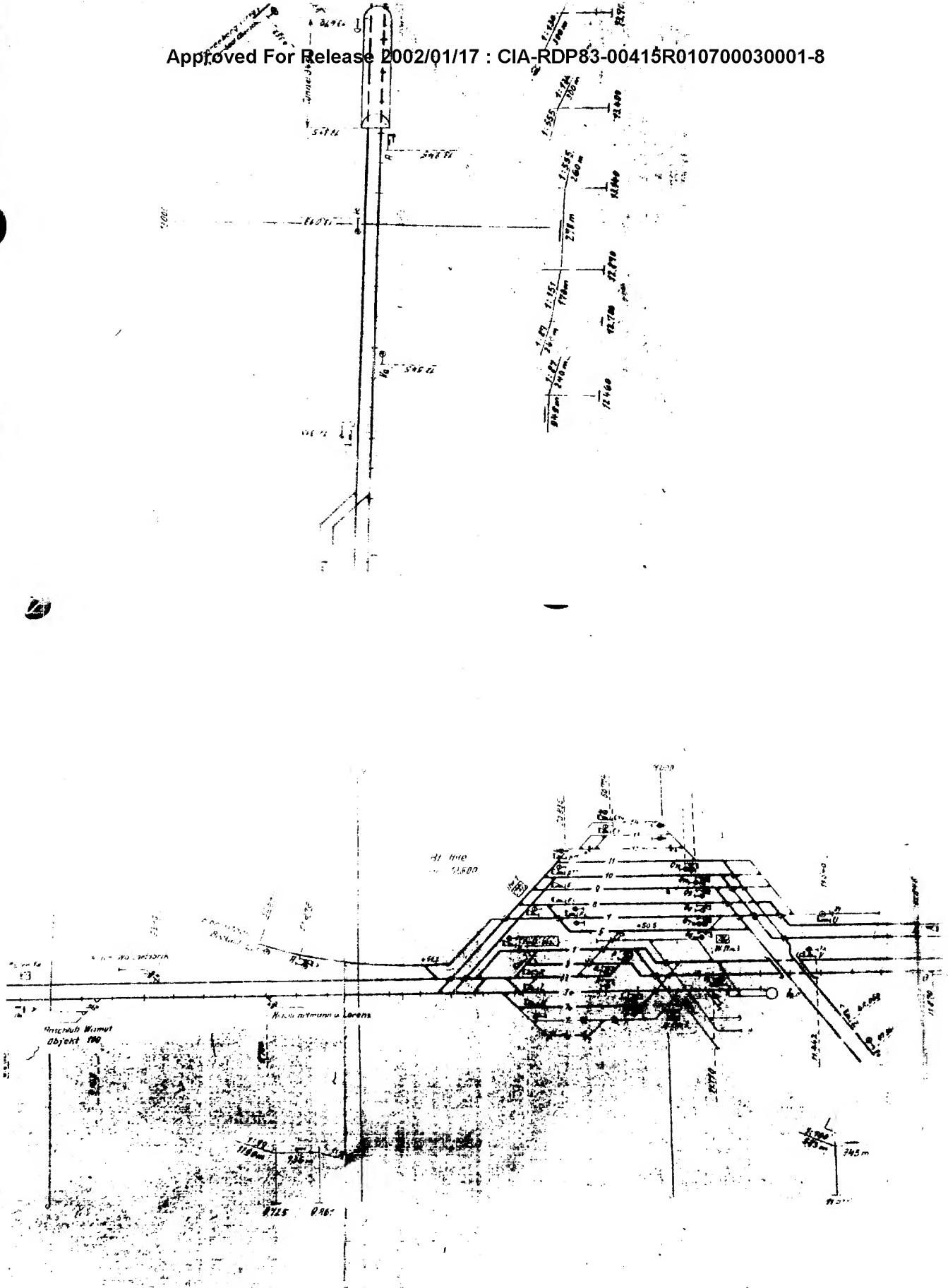
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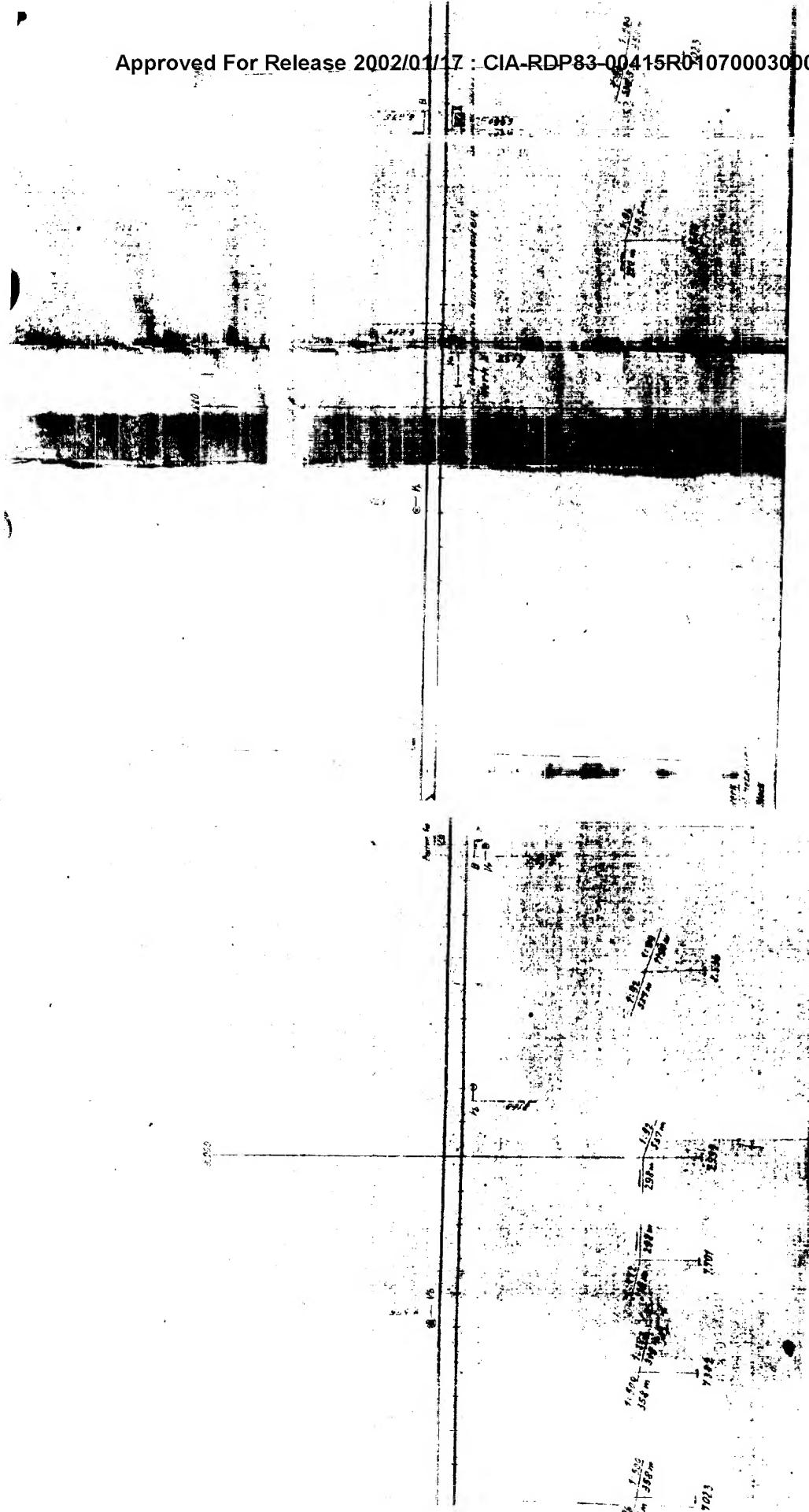


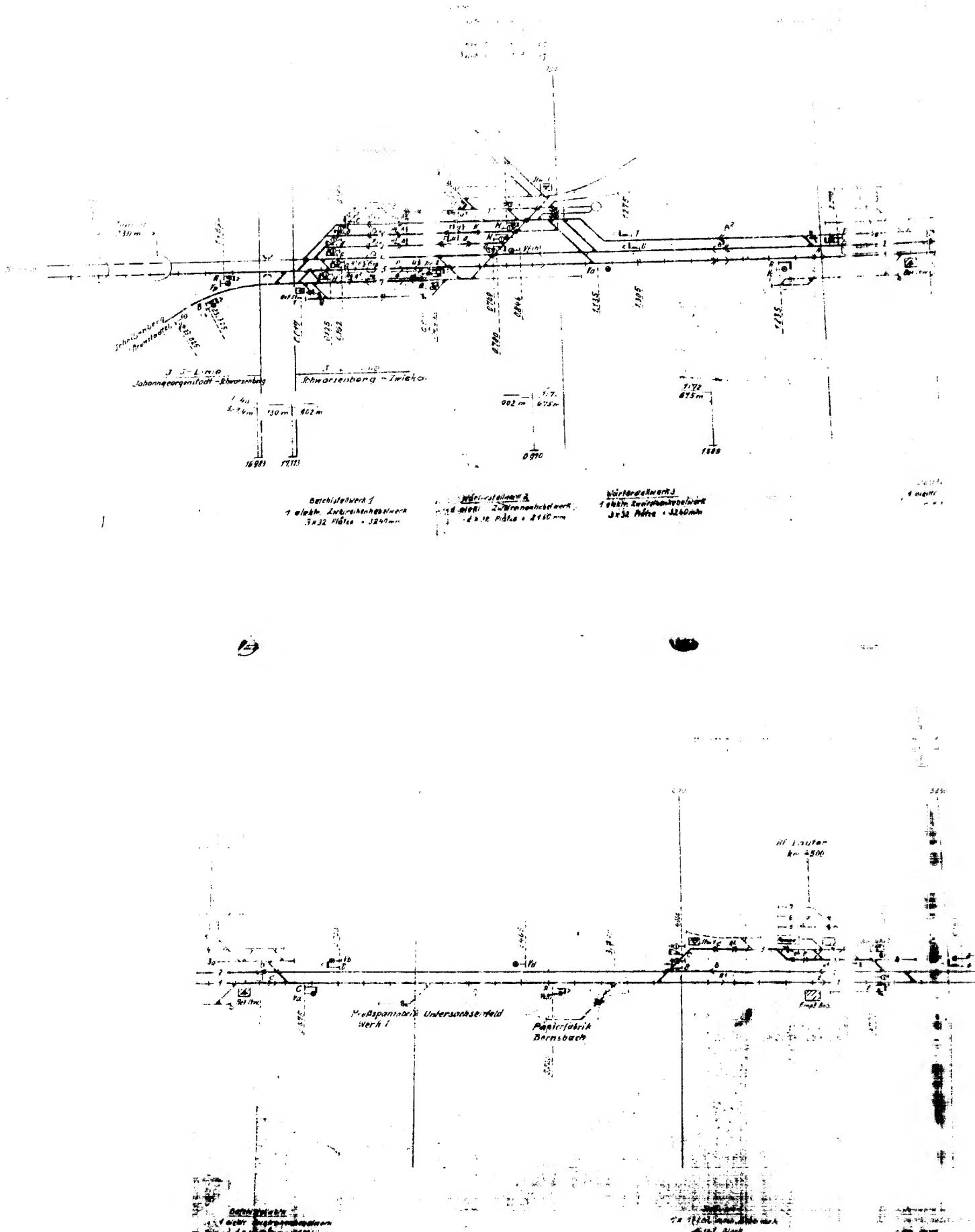
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